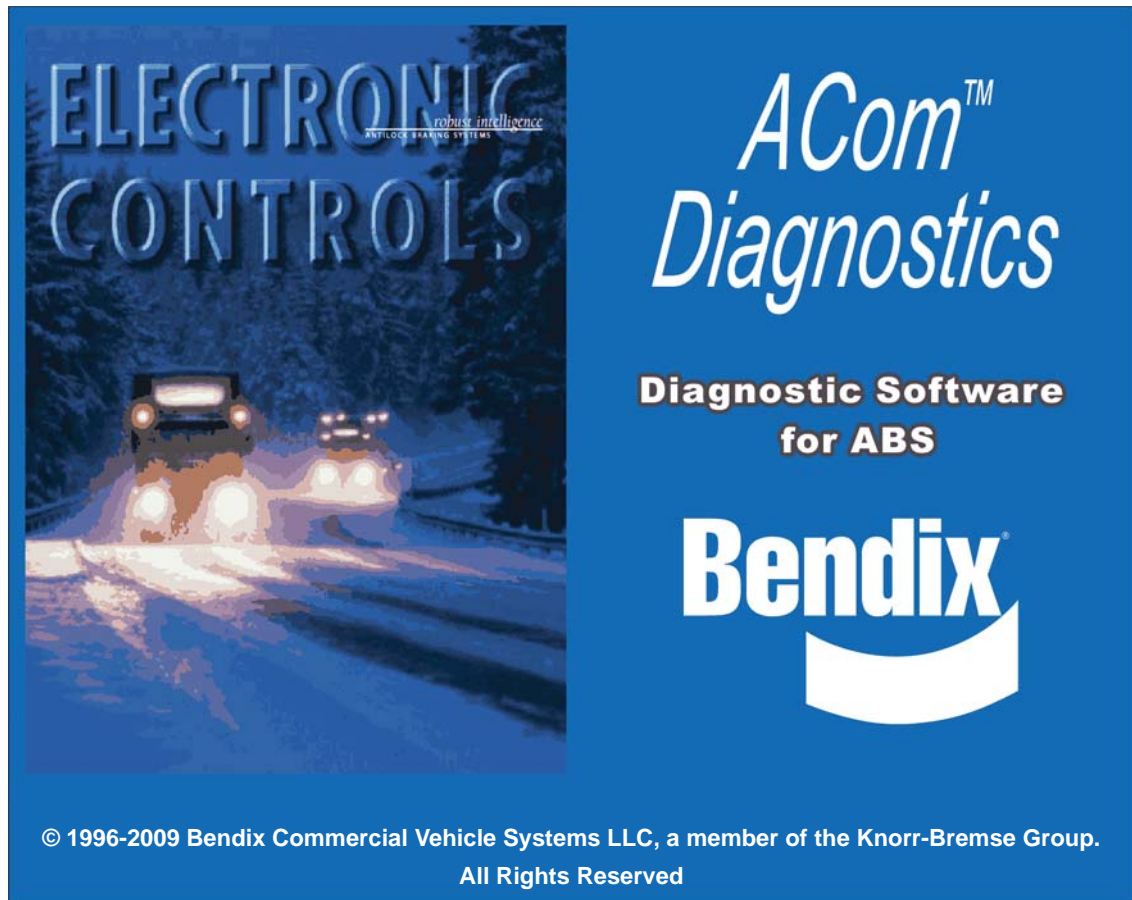


ACom™ Diagnostics

Diagnostic Software for ABS

User Guide 6.3



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General Information

ACom™ diagnostics will provide the technician with the capability to view and repair ABS component diagnostic trouble codes, monitor wheel speeds, display and edit configuration of ABS ECU, self-configure ABS ECU, and test ABS components. Additionally, ACom diagnostics will support Adaptive Cruise with Braking (ACB).

This application will support the Bendix® EC-60™, Bendix® EC-17, Bendix® EC-30™, Gen 4, Gen 5 (U12 and U16), ABS 2X, Bendix® TABS-6, Bendix® TABS-6 ADV, Bendix® TABS-6 ADV MC™, Bendix® EC-30T™, A-18 ABS ECUs and ACB.

The application requires the usage of an RP1210 compliant adapter. A list of the recommended adapters is shown below.

RP1210 adapters

ACom™ Diagnostics relies on RP1210 compliant hardware adapters for communication.

NOTE: ACom™ Diagnostics will remain in the demo mode unless there is at least one RP1210 driver installed on the computer.

The following are a list of supported hardware adapters for the software. Verify that the driver (.dll) for the adapter to be used for communications is loaded on the computer.

- Nexiq – Parallel Data Module (PDM)/USB Adapter Parallel Data Module (PDM)
- Nexiq – USB Link (USB)
- Nexiq – Wireless Vehicle Link (WVL)
- Noregon – PLC-1708 Adapter
- Noregon – Data Link Adapter USB
- Noregon – Data Link Adapter + PLC
- Dearborn – Adapter III and DPA 4+ USB

- Bendix – Brake Link Adapter
- IC3Com Interface
- IC4Com USB Interface
- EZTech Link (Wireless)
- Navcom
- Eaton – MD 100
- Movimento Puma 2
- Volvo/Mack 88890020

Known Issues with RP1210 adapters

- Tool does not support two adapters connected at the same time.
- Noregon PLC - 1708 Adapter does not support serial to USB adapter connection.
- Dearborn DPA3 and DPA4 CAN communication issues when using slower computers.
- Noregon PLC/J1708 and Brake Link do not support serial to USB adapter connection.
- Noregon DLA CAN communication issues with serial DLA.
- Communication issues with Nexiq PDM - technician may need to close the program and restart.

PC hardware requirements

ACom™ diagnostic software will run on Windows NT, 2000, XP, and Vista operating systems. Below are the minimum requirements for running the application.

- Intel PIV processor or compatible, 2 GHz
- 512 MB RAM
- 400 MB free disk space
- Microsoft Internet Explorer
- Adobe Acrobat
- Communication port (serial, parallel, or USB depending on RP1210 adapter)
- VGA standard graphics adapter, 800 x 600 resolution (1024 x 768 primary usage)
- Windows compatible keyboard and mouse

NOTE: Tool does not support Windows 95 and 98 operating systems.

Technical Assistance

For any questions regarding setup or operation of ACom™ diagnostics please contact Bendix at 1-800-AIR-BRAKE (1-800-247-2725).

Additionally, monitor the Bendix website, www.bendix.com for updates to the software.

Licensing Information

BENDIX® "ACom™ diagnostic software" requires an end user license agreement which the user will need to agree to prior to the software being installed on the user's computer.

Installing ACom™ Diagnostics

When installing ACom™ Diagnostics it is recommended that all other programs be closed prior to running the installation.

ACom™ Diagnostics will be installed using a setup wizard, through which the technician will need to acknowledge various questions for the installation to continue.

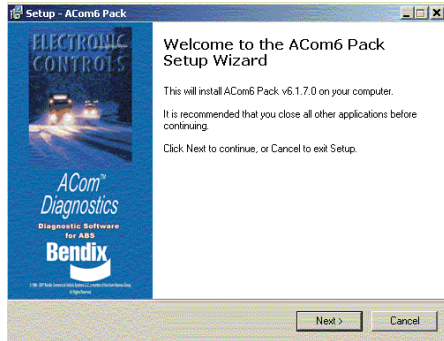


Figure 1

ACom™ Diagnostics will be installed to the default location of

C:\Bendix\ACom Diagnostics.

If there are any older versions of ACom™ Diagnostics on the computer ACom™ Diagnostics will un-install the older versions. ACom™ Diagnostics 5.10 will also be installed with the ACom™ Diagnostics 6.3.

A pop-up box will display indicating that the installation was successful.

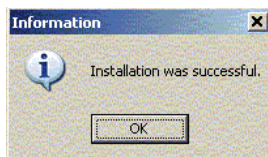


Figure 2

Next the Setup wizard will display that the setup is completing and allow the technician to launch ACom™ Diagnostics.

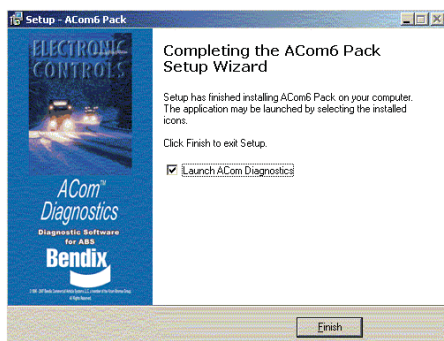


Figure 3

Using ACom™ Diagnostics

An ACom™ Diagnostics icon will be placed on the desktop. The technician needs to double click it to launch ACom™ Diagnostics. When ACom™ Diagnostics is started a Starter screen will appear.

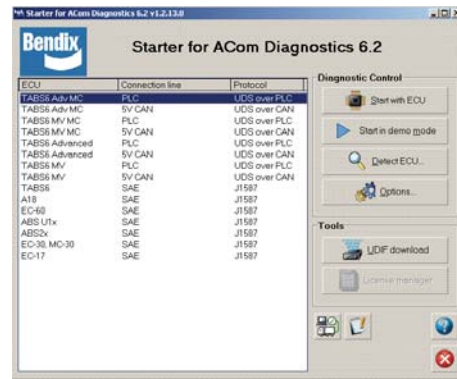


Figure 4

The starter screen has various features:

1. Communication adapter can be selected by clicking on the icon displaying a computer and tractor/trailer. Selecting this icon opens up the driver selection for the RP1210 adapter.

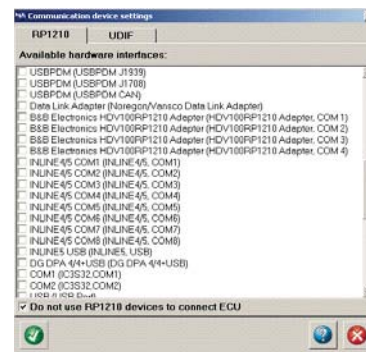


Figure 5

2. The starter allows the technician to Start with ECU, if the technician knows which ECU they are diagnosing.
3. Detect the ECU in which the ACom™ Diagnostics will detect which ECU is on the vehicle. The screen will indicate which ECU it found and the technician can select Launch to start ACom™ Diagnostics.

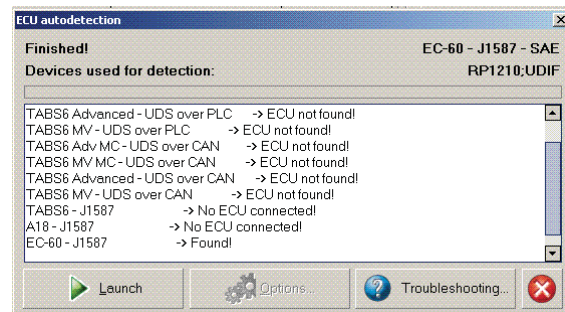


Figure 6

4. Any ECU can be displayed in the DEMO mode.
5. The option icon allows a data log function.



Figure 7

The following ABS ECU controllers are supported by diagnostic software on the ACom 6.3 CD. The following are supported by ACom 6.3:

Bendix® TABS-6 ADV, TABS-6 ADV MC, TABS-6 MV, and TABS-6 MV MC controllers plus ACB.

Additionally ACom™ diagnostic software 5.10 is included on the ACom™ 6.3 CD and the 5.10 will support the following:

Bendix® EC-60™, Bendix® EC-17™, Bendix® EC-30™, Gen 4™, Gen 5™ (U12 and U16), ABS 2X®, TABS-6™, EC-30T™ and A-18™ controllers.

If you have any questions about the operation of ACom™ Diagnostics 5.10, open the ACom Diagnostics 5.10 User Guide.

ACom™ Diagnostic Windows 6.3 screen

ECU Status Screen

ACom™ Diagnostics defaults to opening the ECU status screen. This screen provides the technician with a snap shot of the electronic control unit (ECU). Under system data the following information is displayed: system name, part number, serial number, software version, ABS configuration, odometer, TRSP enabled or disabled and ADL program. Additionally, under status the voltage and the number of active DTCs (Diagnostic Trouble Codes) (if any) are displayed.

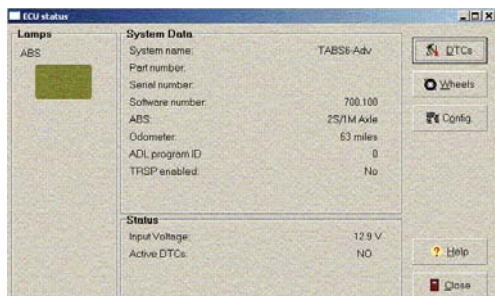


Figure 8

From the ECU Status screen the technician can open the DTC screen by either double clicking on the ABS lamp or selecting the DTC button. The technician can also open the wheel speed sensor or configuration screens by selecting the appropriate button.

Control Buttons for ECU Status

DTCs will open the DTC screen

Wheels will open the wheel speed sensor screen

Config will open the configuration screen

Help will open the Help page for ECU Status

Close will close the screen

Diagnostic Trouble Code Screen

The DTC screen provides the technician with active, inactive and event history information.

For the active DTC information the screen is divided into three panes. The first pane displays the active DTCs, the second pane displays troubleshooting / repair information corresponding to the active DTC and the third pane displays the connector with pin out so the technician can troubleshoot the active DTC. Additionally, occurrence count and odometer readings of the first and last occurrence of the DTC and the current odometer reading is provided.

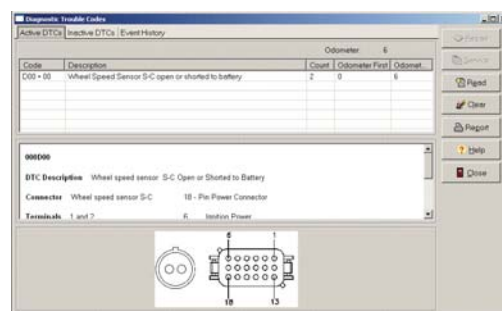


Figure 9

The inactive DTC screen displays a list of DTCs which have not been cleared by a diagnostic tool or power cycle. Again the screen displays the occurrence count and odometer of the first and last occurrence of the DTC.

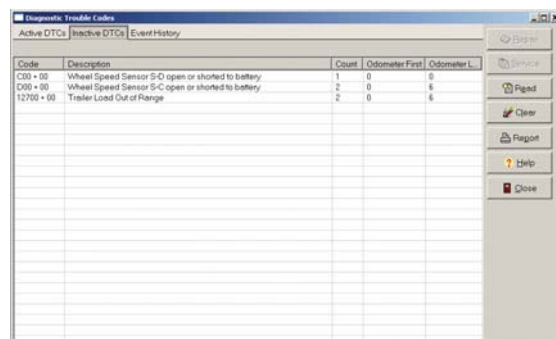


Figure 10

The event history screen displays information such as configuration changes, clear event history, end of line test complete, etc.

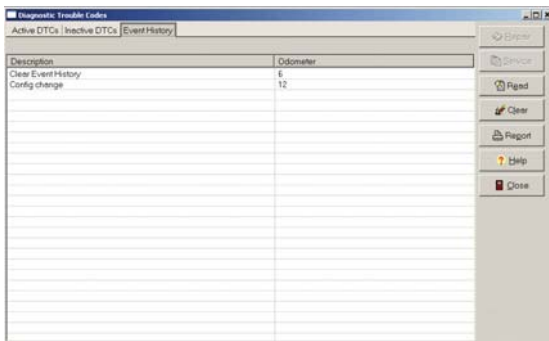


Figure 11

Control Buttons for DTC screen

Service button will open the Service Data sheet for the ECU.

Repair button will open the repair file for wheel speed sensors only.

Read button will read the information from the ECU.

Clear will clear the information from tab and a pop-up box will confirm that the ECU has processed the request. Click the pop-up to acknowledge.

Report opens a screen for the technician to input data regarding the ECU. Additionally, the technician can select to save, email or print DTC reports.

Help opens help page for DTC.

Close will close the screen.

Wheel Speed Sensor Screen

The wheel speed sensor screen allows the technician to spin the wheels and record the sensor output. Additionally, there is a sensor air gap which indicates the speed when the sensor starts receiving speed. A lower air gap speed value (i.e. 3 to 4) indicates a properly adjusted wheel speed sensor. An air gap speed value higher than 5 indicates that the wheel speed sensor needs to be adjusted by pushing the sensor in so that it touches the tone ring eliminating the distance between the sensor and tone ring.

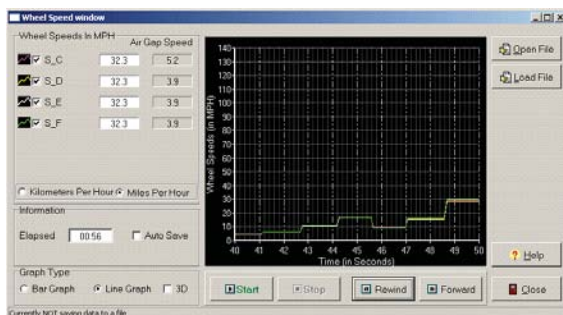


Figure 12

Control buttons for graph:

Start will start the data collection

Stop will stop the data collection

Rewind will rewind the data

Forward will forward the data

Plus the graph type can be bar graph, line graph which is the default or 3D.

Control Buttons for Wheel Speed

Open file will open an existing wheel speed file

Load file will load an existing wheel speed file

Help will open Help page

Close will close screen

Configuration Screen

The configuration screen provides the technician with the following information: ABS configuration, Load and Sensor, TRSP (if equipped), ADL, AUX I/O and Broadcast options.

ABS Configuration

ABS configuration provides the technician with the number of sensors and modulators the ECU is configured for. Vehicle data provides the technician with vehicle type, number of axles, and ECU orientation. Odometer displays the odometer, trip and service odometer. Tire size [RPM] / Tone ring displays the tire size and tone ring size.

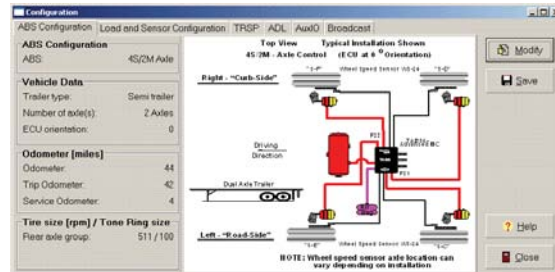


Figure 13

Load and Sensor Configuration

The load and sensor configuration provides the technician with how the external sensor (if equipped) is configured, bogie load provides weight for the rear axle empty and fully loaded, miscellaneous wheel track width and number of lift axles, lateral acceleration sensing (if equipped) provides whether the sensing type is internal or external and if the load sensing is either internal or external.

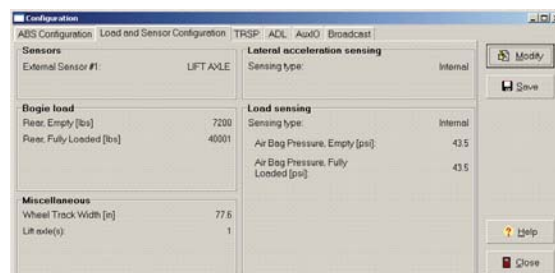


Figure 14

TRSP

Note: TRSP will be available if the ECU supports TRSP. The TRSP window allows the technician to check if TRSP is enabled, the TRSP module position, and the TRSP parameters.

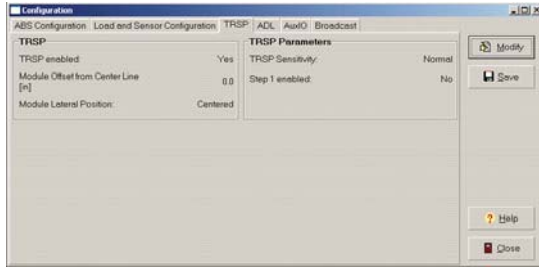


Figure 15

ADL

The ADL screen allows the technician to verify that the ECU has auxiliary design language program for specific operation. This screen is read only.

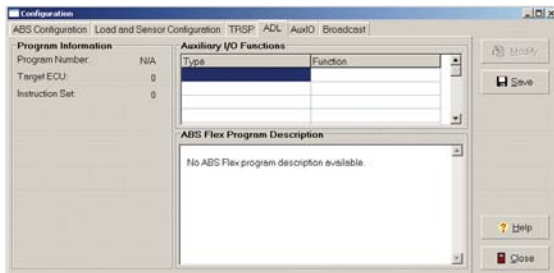


Figure 16

AUX I/O

The AUX I/O screen allows the technician to see how the auxiliary inputs and outputs are configured on the ECU. This screen is read only.

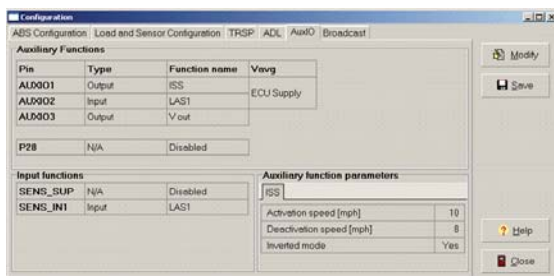


Figure 17

Broadcast

The Broadcast screen allows the technician to see which J2497 and J1939 messages are enabled or not.

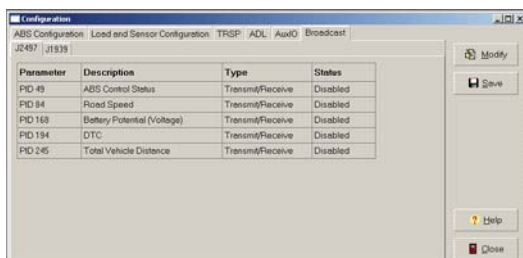


Figure 18

Control Buttons for Configuration

Modify will open change screen

Save will save the configuration file of ECU

Help will open the HELP page

Close will close the screen

Pressure Screen

The pressure screen allows the technician to view and record pressures. The table below describes which pressures are supported by each ECU.

Pressure	TABS-6-ADV	TABS-6-MV	TABS-6-ADV MC	TABS-6-MV MC
Supply - P1	No	No	Yes	Yes
Control - P4	Yes	Yes	Yes	Yes
Delivery-P21	Yes	Yes	Yes	Yes
Delivery-P22	No	No	Yes	Yes
Air Bag - P42	Yes	No	Yes	No

The pressure screen allows the technician to apply the brakes and monitor the pressures.

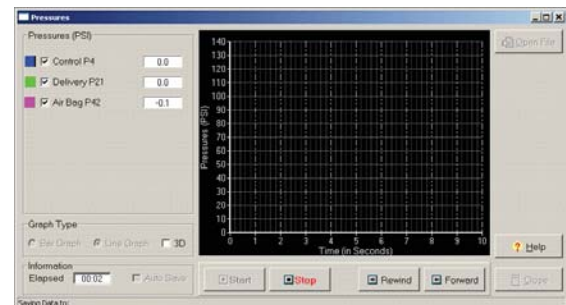


Figure 19

Control buttons for graph:

Start will start the data collection

Stop will stop the data collection

Rewind will rewind the data

Forward will forward the data

Plus the graph type can be bar graph, line graph which is the default or 3D.

Control Buttons for Pressures

Open file will open an existing pressure file

Load file will load an existing pressure file

Help will open Help page

Close will close screen

Trailer Roll Stability System (TRSP) Sensors

NOTE: The TRSP sensors will only be available if the ECU supports TRSP.

The TRSP sensors allow the technician to monitor the lateral acceleration sensor, axle load and installation angle data.

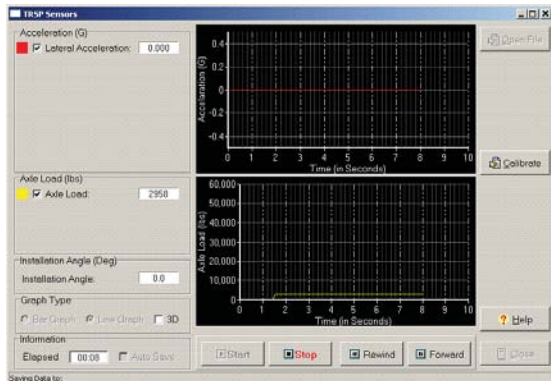


Figure 20

Control buttons for graph:

Start will start the data collection.

Stop will stop the data collection.

Rewind will rewind the data.

Forward will forward the data.

Plus the graph type can be bar graph, line graph which is the default or 3D.

Control Buttons for TRSP Sensors

Open file will open an existing TRSP file.

Load file will load an existing TRSP file.

Help will open Help page.

Close will close TRSP window.

Sensor Calibration

The sensor calibration allows the lateral acceleration sensor to be calibrated. The trailer needs to be on a level surface for the calibration. Press "Start" to begin the calibration process, use the "Yes, No or Cancel" choices to answer any questions. ACom will recalibrate the lateral acceleration sensor, clear any DTCs and display the actual sensor value.

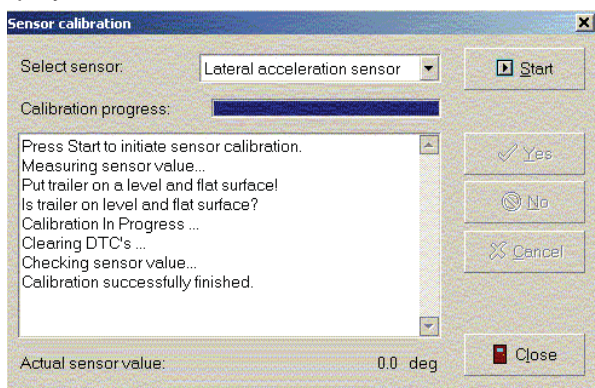


Figure 21

Control Buttons for Sensor Calibration:

Start - Starts calibration

Yes - Acknowledges that the technician is in agreement with the question asked

No - Technician disagrees with the question asked

Cancel - Stops the calibration

Close - Closes the calibration window

Component Test Screen

The component test screen provides a mechanism to allow the technician to test various components within the system such as: wheel speed sensors, modulators, pressure sensors and the lateral acceleration sensor. Plus the component test will allow the technician to perform some system tests such as battery voltage, ABS indicator lamp, Aux I/O and axle load.

Note: Before performing the component test make sure the vehicle is parked on a level and flat ground.

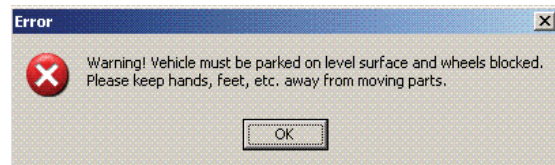


Figure 22

The component test screen supports various tests; each tab will be populated with the tests which are supported by the ECU. The tabs are Sensors, Modulators, Pressures, TRSP system (if equipped) and Miscellaneous. The technician needs to select the appropriate tab for the component to test. Once the tab is selected, on the left side of the screen a list of available tests will be displayed, the technician needs to select the test i.e. S-C sensor test. After the test is selected on the right side of the screen will display instructions for the technician on what needs to occur before the test can run.

Sensors

This test will allow the technician to test the wheel speed sensor output. The test will display the correct number of sensors which the ECU is configured for. The technician will need to select which sensor to test, then press Start/Next button to start the test and follow the instructions. The program will ask the technician, "Did the ECU respond correctly?" The technician needs to acknowledge if the test was successful by selecting the green check mark indicating "yes" or the red circle with a line indicating "no."

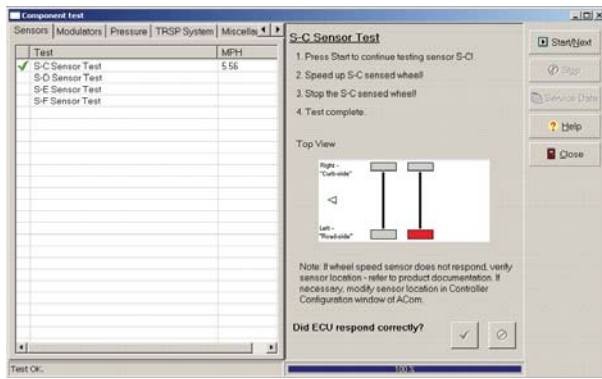


Figure 23

Modulators

This test will allow the technician to test the modulators. The test will display the correct number of modulators which the ECU is configured for. The technician will need to select which modulator to test, then press Start/Next button to start the test and follow the instructions. The program will ask the technician, "Did the ECU respond correctly?" The technician needs to acknowledge if the test was successful by selecting the green check mark indicating "yes" or the red circle with a line indicating "no."

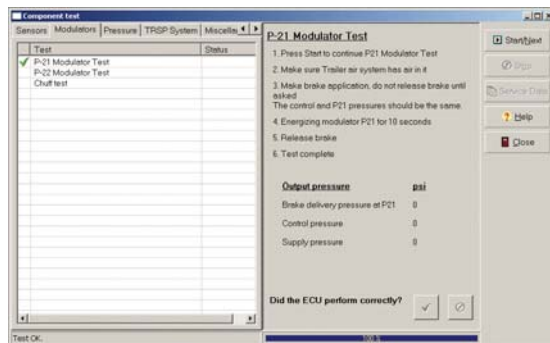


Figure 24

Pressure

This test will allow the technician to test the various pressure sensors supported by the ECU. Press Start/Next button to start the test and follow the instructions. The program will ask the technician, "Did the ECU respond correctly?" The technician needs to acknowledge if the test was successful by selecting the green check mark indicating "yes" or the red circle with a line indicating "no."

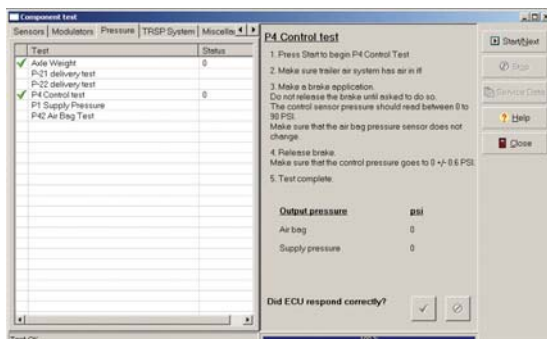


Figure 25

Trailer Roll Stability System (TRSP) (If Equipped)

Note: TRSP will be available if the ECU supports TRSP.

This test will allow the technician to test the TRSP sensor installation angle. The technician will need to select installation angle, then press Start/Next button to start the test and follow the instructions. The program will ask the technician, "Did the ECU respond correctly?" The technician needs to acknowledge if the test was successful by selecting the green check mark indicating "yes" or the red circle with a line indicating "no."

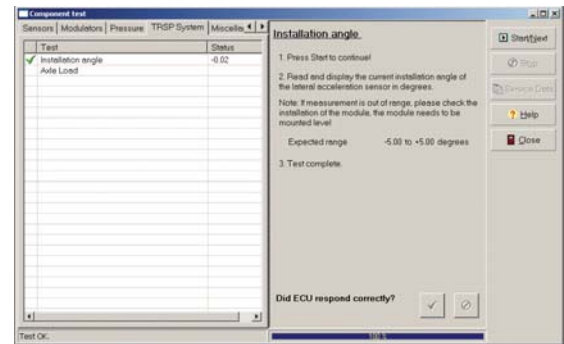


Figure 26

Miscellaneous

This test will allow the technician to test battery voltage, ABS indicator lamp, AUX I/O functions. The test will display the available miscellaneous tests which are supported by the ECU. The technician will need to select which miscellaneous functions to test, then press Start/Next button to start the test and follow the instructions. The program will ask the technician, "Did the ECU respond correctly?" The technician needs to acknowledge if the test was successful by selecting the green check mark indicating "yes" or the red circle with a line indicating "no."

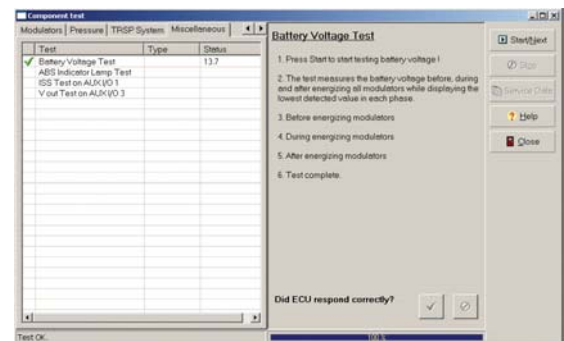


Figure 27

Control Buttons for Component Test

Start/Next will start the test and/or move the technician to the next step of the test

Stop will stop the test

Service Data will open up service data sheet

Help will open Help

Close will close screen

Installation Test

Installation test allows the technician to verify the installation of the ECU and system components.

NOTE: In order for the installation test to run the technician will need to acknowledge the warning regarding that the vehicle must be parked on level surface.

Additionally, that ACom™ Diagnostics installation test provides a check of the ABS components with technician input. Please note that the installation test is intended as a tool to assist the quality control process at the vehicle manufacturer. However, this test should not be relied on as the sole validation check of proper brake system installation. The vehicle manufacturer must ensure appropriate process controls are in place in the manufacturing process to completely validate the vehicle brake system prior to vehicle shipment.



Figure 28

Customize

The customize screen allows the technician to customize some of the features in the installation test like:

- Check mark next to a test means that the test will be performed
- Mandatory tests are in gray, optional tests are in black
- Re-arranging test order
- Save report in TXT or HTML format
- Save report using VIN as filename
- Folder to save report
- Always ask for folder and filename
- Wheel Speeds in either MPH or RPM
- Not allowing the next test to be run if the previous test failed
- Confirmation if service brake is applied

Installation Test requirements

The following chart indicates which tests are available for an ECU. If there is a YES next to the test name, that specific test is required to be run in order to complete the installation test. If there is a NO next to the test name, that specific test is not required to be run in order to complete the installation test. If there is an N/A next to the test name, this indicates that the ECU does not support that test and that test will not appear in

the installation test list. For the Wheel speed sensors, at least one of the two sensor tests is required to be run, indicated by the word “ONE” in the chart. Bendix recommends that the sensor test be run, although the simple sensor test is an option.

Installation Test	ADV	ADV MC	MV	MV MC
ECU Information	YES	YES	YES	YES
Installation Angle	YES	YES	N/A	N/A
Axle Load	YES	YES	NO	NO
S-C Sensor or Simple	ONE	ONE	ONE	ONE
S-D Sensor or Simple	ONE	ONE	ONE	ONE
S-E Sensor or Simple	N/A	ONE	N/A	ONE
S-F Sensor or Simple	N/A	ONE	N/A	ONE
P21 Modulator	YES	YES	YES	YES
P22 Modulator	N/A	YES	N/A	YES
Pressure Sensor	YES	YES	YES	YES
Battery Voltage	NO	NO	NO	NO
ABS Indicator Lamp	NO	NO	NO	NO
AUX I/O	NO	NO	NO	NO
Scratch Pad	YES	YES	YES	YES

Additionally, tests in gray text must be performed and tests in black text are optional.

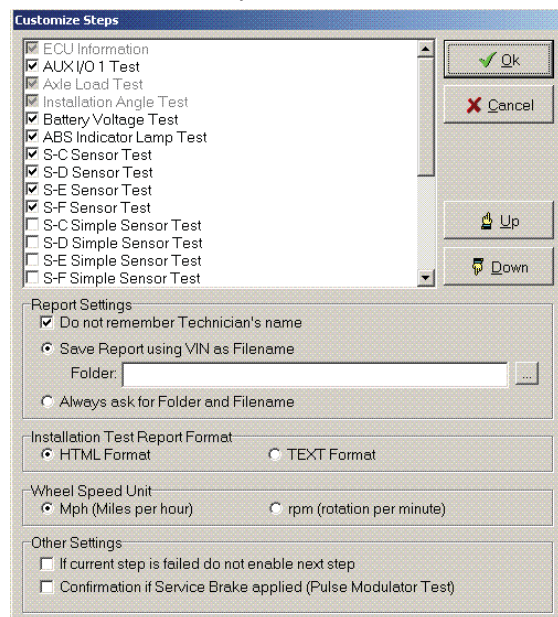


Figure 29

Control buttons for customize.

OK means to accept changes.

Cancel means do not accept changes.

Up moves highlighted test up in the list.

Down moves highlighted test down in the list.

If there are any active DTCs on the ECU the installation will not run and the technician will be notified by a message. Active DTCs need to be corrected and cleared before the installation test can be performed.

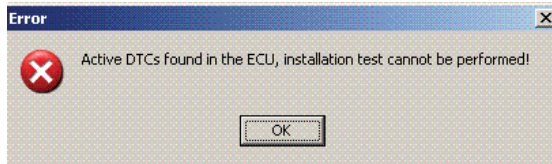


Figure 30

ECU Information

ECU information test is a mandatory test, it must always be run. It provides the technician with information about how the ECU is configured.

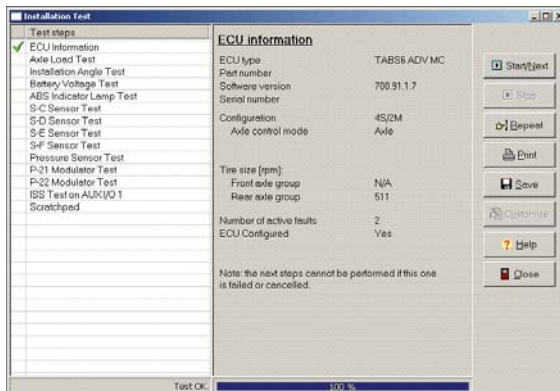


Figure 31

Axle Load Test

The axle load test is mandatory for the TABS-6 ADV, but not for the TABS-6 MV. The axle load test displays the weight on the rear axle in pounds.

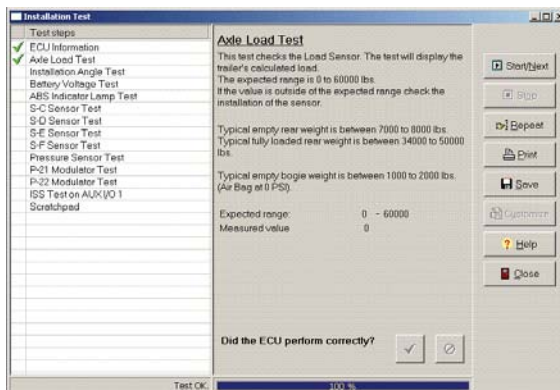


Figure 32

Installation Angle Test

The installation angle test displays the vertical angle of the mounted ECU. The vertical angle must be within ± 5 degrees of vertical. NOTE: Installation Angle Test will be available if the ECU supports TRSP.

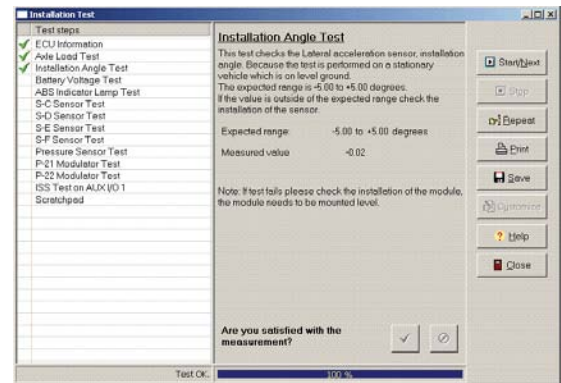


Figure 33

Battery Voltage Test

The battery voltage test checks the battery voltage received at the ECU with the modulators de-energized, energized and de-energized. The TABS-6 ADV / MV and MC voltage range is 8.0 VDC to 32.0 VDC.

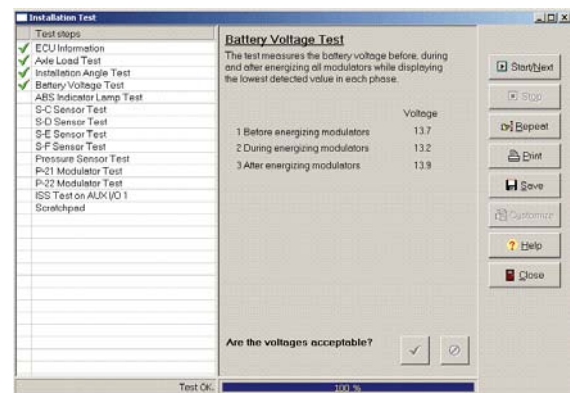


Figure 34

ABS Indicator Lamp Test

The ABS indicator lamp test will illuminate and extinguish the ABS indicator lamp while the technician verifies the correct operation of the ABS indicator lamp.

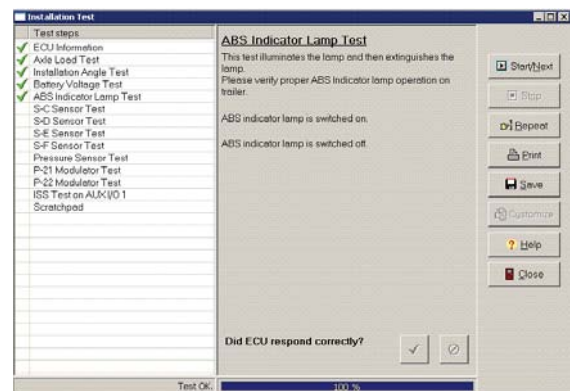


Figure 35

Sensor Tests

There are two possible sensor tests which can be run to test the wheel speed sensor output.

The S-X Sensor test will test both the wheel speed sensor and applies the brake for that particular wheel on a vehicle.

Bendix recommends that this sensor test be run as it tests the complete wheel end including the sensor and modulator.

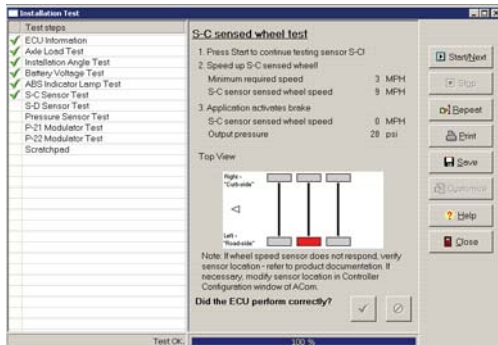


Figure 36

Simple Sensor Test

Basically displays the sensor output in MPH.

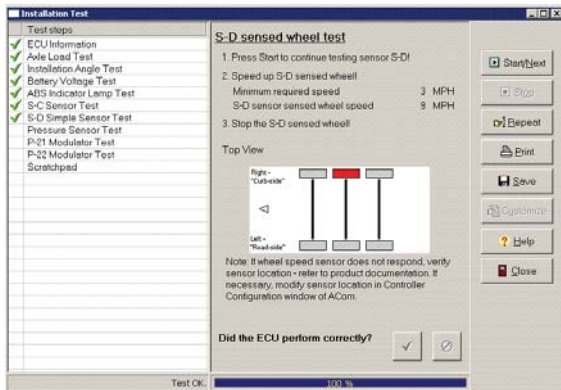


Figure 37

Pressure Sensor Test

The pressure sensor test reads the pressures applied to the ECU through the brake system.

The number of pressure sensors supported is dependent upon the ECU.

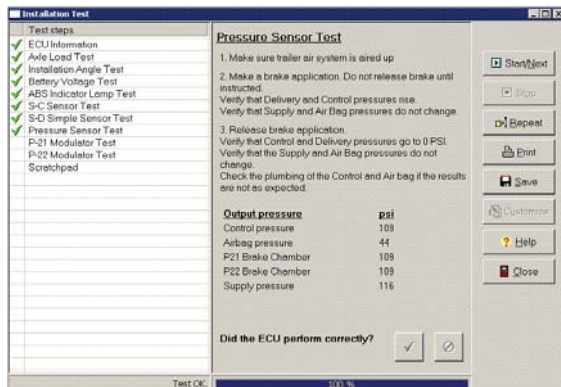


Figure 38

P21 / P22 Delivery Test

The P21/P22 delivery test will check that the module is plumbed to the correct chambers and that brake delivery pressure is being delivered. The delivery pressure should match the control pressure. The technician will apply the brakes and verify that the delivery and control pressure should be the same. ACom™ Diagnostics will release the brakes and the technician needs to verify the brakes have released, then ACom™ Diagnostics will re-apply the brakes.

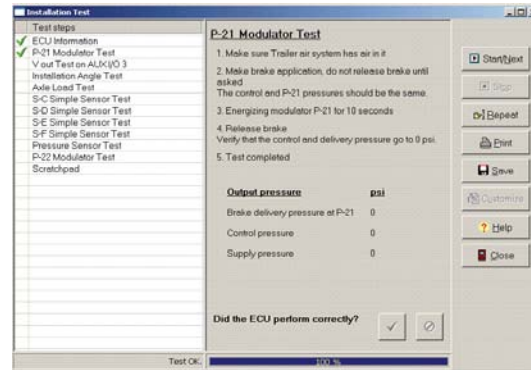


Figure 39

AUX I/O Test

The AUX I/O test will energize and de-energize the AUX I/O. The technician can put a lamp in the auxiliary circuit and visually verify if that the AUX is operating correctly.

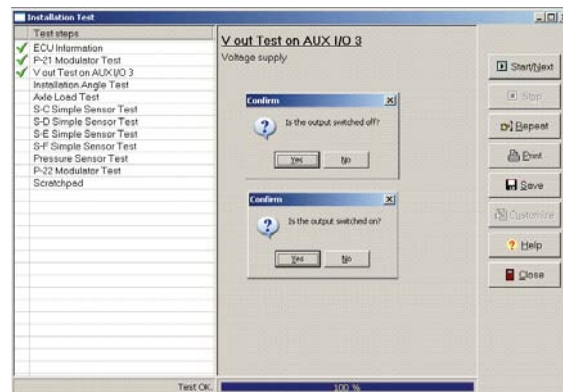


Figure 40

Scratch Pad

The scratch pad test will write information to the ECU's scratchpad indicating that the installation test has been performed.

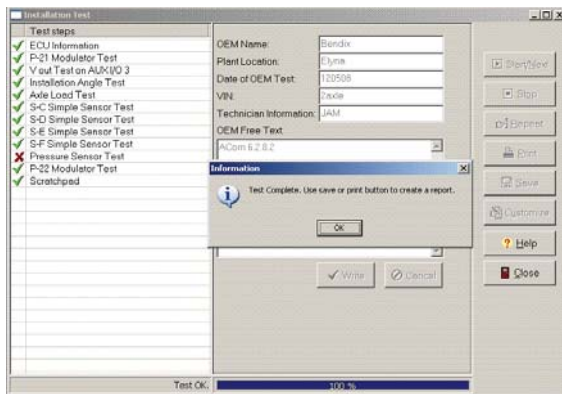


Figure 41

Once the scratch pad information is written into the ECU the technician can select to Print or Save the installation report for their records.

ACom Diagnostics 6.3 Adaptive Cruise with Braking (ACB)

Using ACom Diagnostics

An ACom Diagnostics icon will be placed on the desktop. The user needs to double click to launch ACom Diagnostics. When ACom Diagnostics is started a Starter window will appear. With ACom Diagnostics 6.3 there will be a change to the starter window. The user can select to go into ACB (Adaptive Cruise with Braking) diagnostics. The ACB Data log is available if the proper license key is installed.

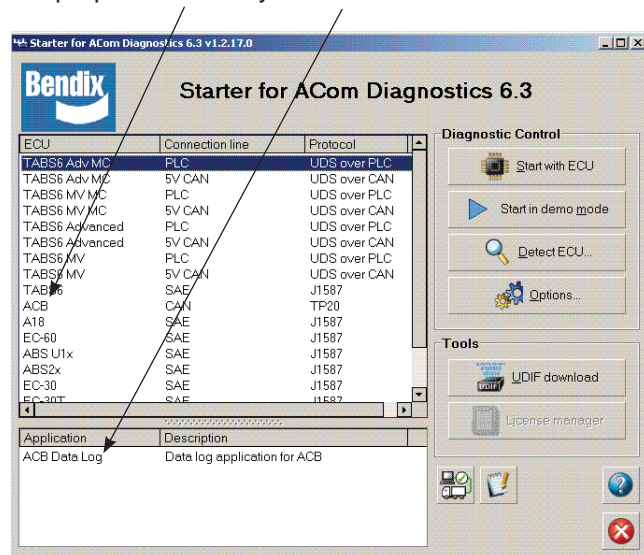


Figure 42

To access ACB Data Log user will need to select ACB Data Log.

Application	Description
ACB Data Log	Data log application for ACB

Figure 43

The starter window has various features:

Communication adapter can be selected by clicking on the icon displaying a computer and tractor/trailer. Selecting this icon opens up the driver selection for the RP1210 adapter.

NOTE: For the ACB diagnostics and ACB data log the user will need to select the adapter twice, once for the communications with the ACB™ sensor and once for the communications with EC-60™ ABS ECU.

ACB Status-ACB Sensor

ACom diagnostics defaults to opening the ACB status screen. This screen provides the user with a snapshot of the sensor. Under system data the following information is displayed model, software version and software part number. Under system status the numbers of active DTCs (diagnostic trouble codes) are displayed.

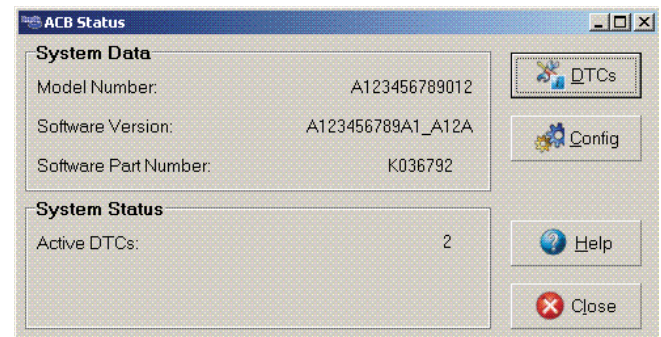


Figure 44

Control Buttons for ACB Status

DTCs will open the DTC window

Config will open the Configuration window

Help will open the Help page for ECU Status

Close will close the window

Diagnostic Trouble Code Window-ACB Sensor

The DTC screen provides the user with active and stored dtc information.

For the active and stored DTC information the windows are divided into two panes. The first pane displays the active DTCs and the second pane displays troubleshooting / repair information corresponding to the active DTC.

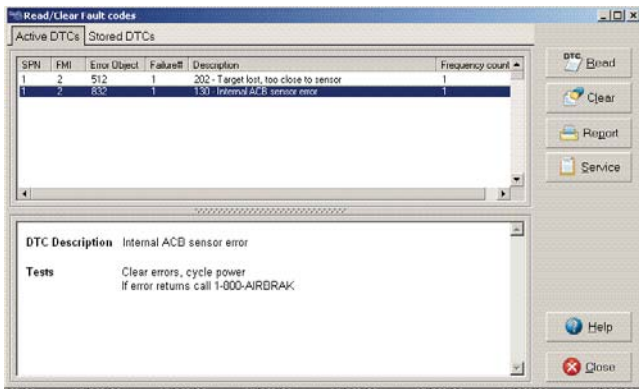


Figure 45

The DTC window will display the SPN (Suspect Parameter Number), FMI (Failure Mode Identifier), Error Object, Failure Number, Description and Frequency Counter (number of occurrences the fault).

Control Buttons for DTC window

Read button will read the information from the user

Clear will clear the information from tab

Report opens a header for user to input data about the ECU then allows the user to save, email or print DTC report

Service button opens the service data

HELP opens help page for DTC

Close will close the window.

Configuration Window – ACB

The configuration window is used to display ACB sensor configuration information including the Mounting offset, Stationary Object Warning, Misalignment Value and Following distance setting configuration number.

ACB Sensor Configuration

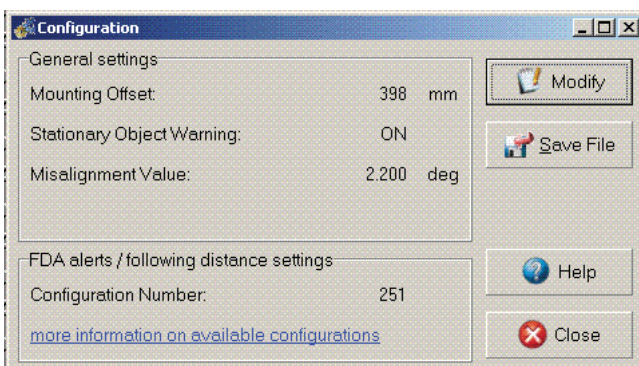


Figure 46

Mounting Offset

The ACB sensor mounting offset provides the horizontal offset relative to the vehicle's longitudinal axis. A positive value indicates an offset to the left of the vehicle's longitudinal axis (driver's side) and a negative value indicates an offset to the right of the vehicle's longitudinal axis (passenger side). The offset range is ± 500 mm (19.69 inches). The physical mounting location of the sensor cannot exceed ± 500 mm.



Figure 47

Stationary Object Warning

Stationary object warning provides the user with an audible alert for stationary objects with in the vehicle path. Stationary object warnings will be enabled (ON) or disabled (OFF).

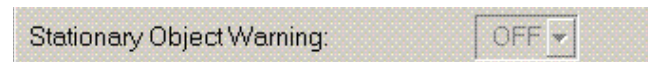


Figure 48

Misalignment Value

The ACB sensor misalignment value provides the angle the sensor can be adjusted to be parallel or in-line with the vehicle's longitudinal axis. The smaller the misalignment angle the better forward vehicle tracking performance.

A positive value indicates that the sensor is currently aimed to the right side of the vehicle's longitudinal axis (passenger side) and a negative value indicates the sensor is currently aimed to the left side of the vehicle's longitudinal axis (driver's side). The misalignment range is ± 1.17 degrees. If the actual ACB sensor misalignment value is greater than ± 0.9 degrees, it is recommended to adjust the sensors aim. See the ACB SD-Sheet for sensor adjustment procedures.

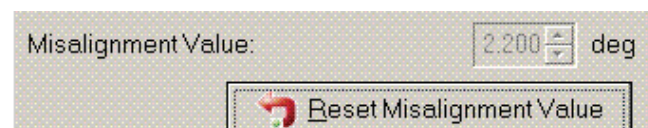


Figure 49

Following Distance Settings

The following distance / alerts configuration number is a numeric value that represents the current configuration of the ACB sensor following distance setting and alerts.

The “more information on available configurations” link may be available to provide the user with a better understanding of the configuration.

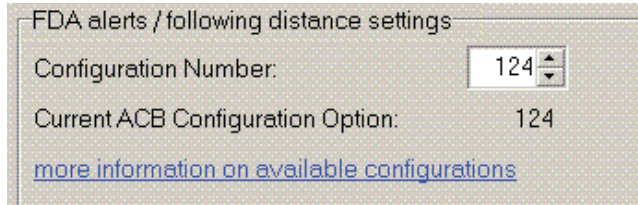


Figure 50

Control Buttons for Configuration

Modify will open change window

Help will open the HELP page

Close will close the window

Modify will allow the user to reset the misalignment value to zero and change the alert following distance configuration number. Additionally, it will allow the user to save or load the ACB sensor configuration file.

Control Buttons for Change Configuration

Write – writes configuration changes to ACB sensor

Save file – save configuration file of ACB sensor

Load file – loads configuration file of ACB sensor

Help will open the HELP page

Close will close the window

ACB Data Log

The ACB Data log window allows the user to create an ACB data log report or clear the resettable data log file.

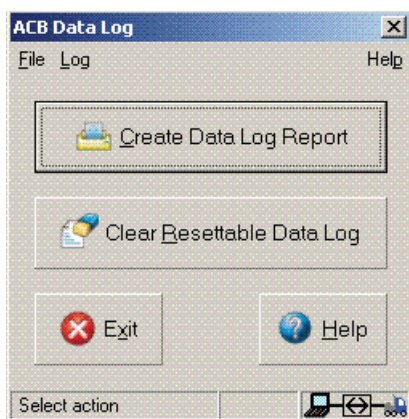


Figure 51

Creating Data Log Report

The user selects create data log report, a dialogue box will open requesting the mileage and VIN of the vehicle to be inputted by the user, select continue.

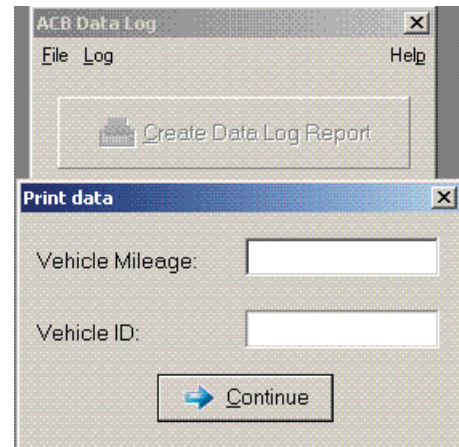


Figure 52

Next the user will need to select to Print, Print Preview, Email to Bendix or Save report.

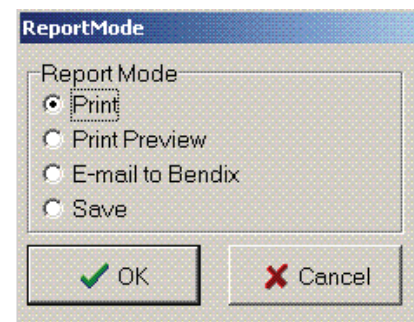


Figure 53

If the user chooses to save the report a dialogue box opens allowing the user to select the file location.

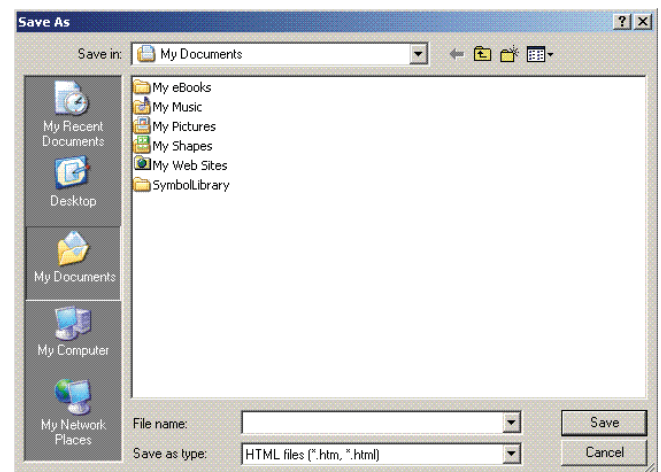


Figure 54

Clear Resettable Data Log

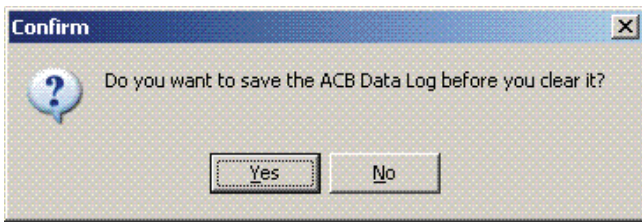


Figure 55

Once the Clear Resettable Data Log button has been selected, a dialog box will open asking the user if they want to save the resettable data log before clearing it?

If the user selects Yes, a dialogue box will open asking the user to input the mileage and VIN.

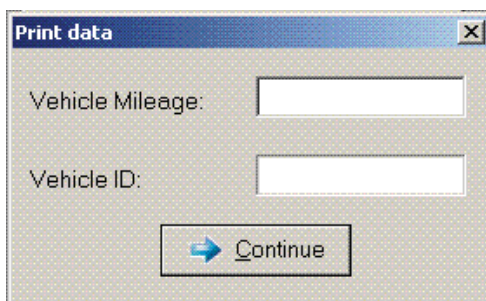


Figure 56

Then the data log report will be created and the user will be asked if they want to: Print, Print Preview, Email to Bendix or Save.

If the user selected No to saving the report before it is cleared or after the report created ACom Diagnostics will clear the resettable data log.

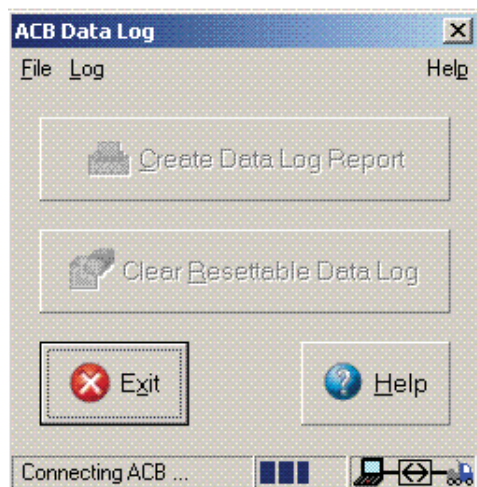


Figure 57

A dialogue box will open and confirm the resettable data log file was cleared.

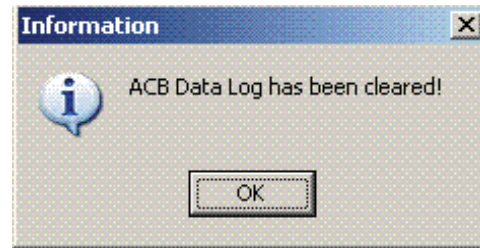


Figure 58

Known Issues with ACom™ Diagnostics 6.3

- Installation Test under Customize, RPM units are able to be selected but ACom™ Diagnostics will only display units in MPH
- TABS-6 ADV MC Service Data Sheet may not be available. Check www.bendix.com.
- TABS-6 MV MC Service Data Sheet is not available. Check www.bendix.com.
- When loading a *.DPV file, the load button allows the technician to select the file to be written, but the Write button needs to be selected to actually write the *.DPV file into the ECU.
- A corrupt or invalid *.DPV file can not be saved by the ACom™ software.
- Sometimes the scratchpad write function does not always complete
- Configuration pictures always display two axles
- Lift Axle configuration pictures are not included
- ACom™ Diagnostics icon is not removed with an un-install with a desktop refresh
- PLC Communication issues could be experienced with TABS-6 ADV MC products and TABS-6 MV MC products
- ACom™ Diagnostics may run slowly on slower CPUs
- Windows 2000 operation with ACom™ Diagnostics may not be robust or stable

